

TABLE 4D21

## FREIGHT TRANSPORTATION PRICE AND SERVICE TIME ELASTICITIES

<i>Study</i>	<i>Model</i>	<i>Rail price elasticity</i>	<i>Rail transit time elasticity</i>	<i>Truck price elasticity</i>	<i>Truck transit time elasticity</i>
Levin (1978)	Aggregate modal split model	-0.25 to -0.35	-0.3 to -0.7	-0.25 to -0.35	-0.3 to -0.7
Friedlaender & Spady (1981)	Aggregate behavioural model derived from translog cost function	-1.16 (petroleum products)	-	-1.81 (mineral products)	-
		-0.37 (mineral products)	-	-0.58 (petroleum products)	-
Winston (1981)	Disaggregate mode choice model	-2.68 (transport equipment)	-2.33 (fresh produce)	-2.97 (leather, rubber, plastic products)	-0.69 (fresh produce)
		-0.08 (lumber)	-0.07 (paper products)	-0.04 (machinery)	-0.15 (paper products)

Source Winston (1985, table 3, p. 74).